

4-1-03 to 6-30-03  
STATEWIDE

# COMMERCIAL

## 3rd QUARTER REPORT

*Nevada Highway Patrol*

Colonel David Hosmer

### Overview

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This report documents highlights for the 3<sup>rd</sup> Federal Fiscal Quarter beginning 4/01/03 and ending 6/30/03. The goal is to provide a comprehensive report of all commercial enforcement activity. MCSAP and State Goals each have their own section addressed in detail below. Any Commercial Goal percentages above 75% indicated they have exceeded their 3<sup>rd</sup> Quarter goals. As presented in this report, the Nevada Highway Patrol, Commercial Section was able to meet and in most categories exceed their MCSAP and Statewide goals.

The SafeStat concept of reporting was introduced Statewide January 1, 2003. All data provided prior to this date can be located in the Statewide Crash Data Summaries, as well as the Commercial Goal Achievement Stats. All data is reported on a Federal Fiscal Year. This method of reporting involves all levels of Regional Command. The purpose of this reporting is not to single out any employee, but rather to encourage and verify that supervisors are actively engaged in the planning and accomplishment of our division's mission. Implementation of this concept has dramatically improved the ability of all personnel, and especially all levels of supervision, to stay current on what is happening in their respective commands.

## CRASH ANALYSIS AND OVERVIEW Federal Fiscal Year

(Comparison federal fiscal quarter 03 to 02 and year to date federal fiscal year comparison)

	Federal Fiscal 3rd Quarter 2003		Federal Fiscal 3rd Quarter 2002	% Change		FFY Year to Date 2003	FFY Year to Date 2002
<b>Statewide Crashes</b>							
Total Crashes	4,319		3,933	9.81%		12,384	11846
Property Crashes [including commercial]	2,892		2,741	5.51%		8,575	8328
Injury Crashes [including commercial]	1,385		1,154	20%		3,686	3396
Fatal Crashes [including commercial]	42		38	10.53%		123	122
<b>Commercial Crashes</b>							
Total number of crashes	227		233	-2.5%		580	755
Total number of crashes SC	169		187	-9.63%		394	N/A
Total number of crashes NC	11		20	-45%		50	N/A
Total number of crashes CC	47		26	81%		136	N/A
Total number of property crashes	177		155	-14%		436	298
Total number of property crashes SC	132		125	5.6%		298	N/A
Total number of property crashes NC	9		12	-25%		37	N/A
Total number of property crashes CC	36		18	100%		101	N/A
Total number of injury crashes	47		70	-32.86%		132	204
Total number of injury crashes SC	35		59	-40.68		89	N/A
Total number of injury crashes NC	2		5	-60%		12	N/A
Total number of injury crashes CC	10		6	66.67%		31	N/A
Total number of fatal crashes	3		8	-62.50%		12	15
Total number of fatal crashes SC	2		3	-33.33%		7	N/A
Total number of fatal crashes NC	0		3	-100%		1	N/A
Total number of fatal crashes CC	1		2	-50%		4	N/A

\*Unfortunately commercial crashes were not tracked by region during federal fiscal year 02

Percentage of fatal crashes to total crashes .97%

Percentage of commercial vehicle crashes to total crashes 5.26%

***\*All data prior to Jan. 03 was obtained from 2001/2002 statewide crash data summaries***

**MCSAP ENFORCEMENT ACTIVITY** *[Analysis and review of the current reporting period, versus same period in the previous federal fiscal year, versus current commercial goals if applicable]*

	FFY03 3rd Quarter		FFY02 3rd Quarter	% Change		FFY03 Year To Date		Commercial Goals	% Goal Achievement
Total Inspections (1,2,3,4, & 6) Statewide	5,336		3,617	48%		12,830		14,000	92%
Total Inspections SC	2,088		1,841	13%		5,261		5,040	104%
Total Inspections NC	1,408		939	50%		3,670		4,760	77%
Total Inspections CC	1,840		837	120%		3,899		4,200	93%
Total Level 1 Inspections (Statewide)	1,857		1,437	29%		3,972		4,200	95%
Total Level 1 Inspections SC	777		786	-1.15%		1,647		1,512	109%
Total Level 1 Inspections NC	545		326	67%		1,072		1,428	75%
Total Level 1 Inspections CC	535		325	65%		1,253		1,260	99%
Total Level 2 & 3 Inspections (Statewide)	3,376		2,111	60%		8,755		9,800	89%
Total Level 2 & 3 Inspections SC	1,255		1,073	17%		3,558		3,528	101%
Total Level 2 & 3 Inspections NC	863		554	56%		2,598		3,332	78%
Total Level 2 & 3 Inspections CC	1,258		484	160%		2,599		2,940	88%
Total Safety Citations (Statewide)	2,870		2,041	41%		N/A		N/A	N/A
Total Safety Repair (Statewide)	16,770		14,246	18%		N/A		N/A	N/A
Total Vehicle Out of Service (Statewide)	820		799	3%		N/A		N/A	N/A
Total Driver Out of Service (Statewide)	473		295	60%		N/A		N/A	N/A
Total Check Sites (Statewide)	91		64	42%		222		259	86%
Total Check Sites SC	31		25	24%		81		101	80%
Total Check Sites NC	23		15	53%		51		89	57%
Total Check Sites CC	37		24	54%		90		73	123%
Total Compliance Reviews (Statewide)	13		5	160%		38		24	158%
Total Compliance Reviews SC	1		2	-50%		8		25	32%
Total Compliance Reviews NC	9		3	200%		24		24	100%
Total Compliance Reviews CC	3		0	300%		6		17	35%
Total CVSPP Contacts (Statewide)	132		N/A	N/A		402		N/A	N/A

Total CVSPP Contacts SC	56		N/A	N/A		226		N/A	N/A
Total CVSPP Contacts NC	69		N/A	N/A		169		N/A	N/A
Total CVSPP Contacts CC	7		N/A	N/A		7		N/A	N/A

\*Commercial Vehicle Safety Program goals are 24 Compliance Reviews Statewide, whereas each region has set their own goals to allow those performing CR's to maintain CR certification

\*Central Command was created July 1, 2002; therefore some 02 comparisons are unavailable.

### ***Timeliness and non-match Reporting***

Timeliness Uploads	10/01-5/31/03 Nevada	FFY 2002 Nevada	10/01-5/31/03 Nationally	FFY 2002 Nationally
Inspection Reports	16 days	31 days	15 days	36 days
Crash Reports	46 days	168 days	75 days	123 days

## **MCSAP STATWIDE PROGRAMS**

### ***Commercial Vehicle Safety Partnership Program (CVSPP)*** ***Prepared by CVSPP Coordinator Sergeant Ed Harney:***

During this quarter, the CVSPP meeting was not scheduled due to the 72-hr roadblock and other scheduling conflicts. The next meeting will be held during the 4<sup>th</sup> quarter.

The Division reported they held 17 meetings with various local judges and courts.

- Elko; one visit to Elko Justice Court
- Las Vegas; one visit to each of the following courts: Beatty Justice, Boulder City, Glendale Justice, Las Vegas Justice. Two visits to each of the following courts: North Las Vegas Justice, North Las Vegas Muni and Goodsprings Justice.
- Reno; one visit to each of the following courts: Incline Justice, Minden Justice, Tahoe Justice, Verdi Justice. Wadsworth Justice Court was visited twice.

These meetings were productive. Each court requested various types of information regarding our commercial enforcement program. Some of the topics reviewed with the courts included the following: passing a vendor violation, overweight vehicles, commercial vehicle safety, IFTA violations, dyed fuel violations, and the new bail schedule. Several courts requested additional information on check-site activities.

The No-Zone program is still in effect and the CVSPP troopers will continue to assist in this endeavor. The trailer will be displayed in the Elko and Las Vegas areas.

The Las Vegas and Reno CVSPP troopers attended a three (3) day training session in Reno at the Judicial College. The training was informative and useful in the program.

## **NATIONAL CORE PROGRAM UPDATES:**

### **Public Awareness**

### **No-Zone Survey Results**

**Executive Summary provided by:**

**MarkeTec, Inc.**

**PO Box 9058**

**Reno, NV 89507**

**[www.marketecinc.com](http://www.marketecinc.com)**

### **ATTITUDES TOWARD Professional TRUCK DRIVERS**

Most respondents held professional semi truck drivers in high regard. This was identified by a large majority who agree or strongly agree with the following statements (the percentages in parenthesis indicate those who agree/strongly agree):

- **Professional semi truck drivers are good drivers (77 percent)**
- **Professional semi truck drivers are courteous to passenger vehicles (67 percent)**
- **Professional semi truck drivers obey traffic laws (69 percent)**

It was identified that men are more likely to agree or strongly agree with these three statements.

There was a difference of opinion on the statement, “**professional semi truck drivers drive aggressively**”. 43 percent stated they disagree/strongly disagree, 10 percent said neither and 46 percent said they agree/strongly agree. A majority of those who drive sedans, wagons or minivans (55 percent), those age 55 or over (57 percent), women (50 percent) and Clark County residents (50 percent) agree/strongly agree with this statement.

## ANXIETY EXPERIENCED WHEN DRIVING NEAR OR AROUND SEMI TRUCKS

When asked about the level of anxiety when driving next to semi trucks, one third said they experience **no anxiety**, one third said they experience **a little anxiety**, one third said they have **a medium or high amount of anxiety**, indicating no great consensus.

The primary reasons given for having anxiety was a fear and anticipation of what could happen, especially when not seen in smaller vehicles. Other concerns related to trucks included trucks swerving into other lanes, recklessness, blind spots, wind draft, high speeds and narrow roads (this is the major source of anxiety).

Respondents were split on how they drive when around trucks. Forty percent stated they **do not drive differently around trucks** and 47 percent stated they **speed up to quickly pass the truck**.

## AWARENESS AND UNDERSTANDING OF THE NO ZONE

Almost one half of the respondents were aware of the *no zone*. The highest awareness was from those who drive 21 hours or more per week, those who drive larger vehicles such as sedans/wagons/minivans/SUVs/trucks/vans, men respondents, respondents who live in northwestern Nevada and rural residents.

Conversely, awareness is lowest for those who drive 5-10 hours per week, those who drive compact/midsize/sports cars, Hispanics, women and Clark County residents.

When asked to interpret what is meant by the *no-zone*, seven-out-of-ten who were aware of it said **it is a blind spot/driver can't see/you should stay visible**.

## ATTITUDES TOWARD TRAFFIC ACCIDENTS AND SAFETY BETWEEN SEMI TRUCKS AND PASSENGER VEHICLES

Almost three-fourths of those interviewed stated that crashes involving semi trucks and passenger vehicles **depended on each circumstance as to who is at fault**, with 19 percent who said it was usually the fault of the passenger vehicle driver.

In order to reduce traffic crashes involving semi trucks and passenger vehicles, 57 percent said **motorists who become aware of how to drive safety around trucks would have a substantial impact**. **Semi truck drivers receiving more training on safe driving would have a substantial impact** by only 29 percent, 35 percent said it would have some impact. **More regulations for semi truck traffic by government is seen as having no impact** by 37 percent or little impact by 21 percent on reducing traffic crashes.

When asked where information should be distributed to motorists on how to drive safely around semi trucks, the primary answer was the **DMV**. The DMV was suggested by more than one-half of respondents. Other suggestions include **advertising, high school driver's education, traffic school and direct mail to residents.**

***NO-Zone campaign update:  
Prepared by Victoria Lelash, Account Supervisor  
Ogilvy Public Relations***

Work conducted the week of 6/9

MCSAP

- Began gathering additional stats from DOT
- Began drafting script for TV spot
- Worked with Kathy Smith to finalize truck panel numbers and specs
- Researched coordinating campaign launch with TruckerFest

NENEBUN

- Finished tracking spreadsheet and ordered coverage tape

Work to be conducted the week of 6/9

MCSAP

- Finalize panel quantities and work with designer to reformat existing art
- Finish gathering stats and begin drafting press materials
- Submit collateral item ideas to client
- Submit draft script for TV/radio spots
- Meet with client to discuss launch and timeline

NENEBUN

- Submit coverage tape to client

Work conducted the week of 6/16

MCSAP

- Began working with designer on panels (25 panels total)
- Drafted press release
- Submitted collateral item ideas to client (see below)
- Submitted draft scripts for radio (see attached)
- Connected with TruckerFest coordinators on campaign launch

Work to be conducted the week of 6/23

MCSAP

- Continue designing panels
- Continue developing media materials
- Submit drafts of TV and radio spots

**Collateral items:**

The product samples are being shipped, but in the meantime I have costs:

Product total = 20,000 pieces

Cost per piece = .47 (plus tax and mark-up)

Color = 2 sided, four color on one side (for poster design), two color on other (logos or tips)

Size: Can be custom, but no larger than 3 inches tall. (probably 3x2)

Scent: we have options, but I think New Car scent would be best

**Radio Scripts**

Greg and I worked on revising the scripts last week and then Greg went ahead and did a rough edit and voiceover to give you a better idea of how it would sound. To listen to the two spots and also view the first edit of the TV spot, please go online to [www.cardinalmedia.com/Nevada](http://www.cardinalmedia.com/Nevada) and click on the appropriate files. I have attached the rough scripts to read along. You'll notice that we came up with a new tag "Keep Nevada Trucking," which I think fits nicely in the spirit of what we are trying to do and is a nice intro line to "Avoid the No Zone." If you like it, I'd like to incorporate it into the TV spot and the press materials.

**Press Release/Materials**

The press release is coming along. I just received the info today regarding the impact of the trucking industry on the economy so I will be working on incorporating that information today and tomorrow. Since both of you will be out most of this week, I will just include it in next week's update for review.

Vicky



## ***NO ZONE RADIO SPOT DIALOGUE***

### **Back No Zone Radio Spot – 60 Sec.**

Narration: The trucking industry is one of the largest in Nevada. More than X trucks travel Nevada roadways each day supplying more than 80% of all goods for that state. That is why it's important for motorists to learn how to share the road with trucks to avoid crashes.

Trooper Smith: Approximately 70% of accidents involving commercial motor vehicles are the fault of the cars. The cars don't understand the problems and the different dynamics of a commercial motor vehicle.

Narration: Sharing the road means avoiding the No Zones around trucks where crashes are more likely to occur. "No Zones" are danger areas around trucks and buses where crashes are more likely to occur. Some No Zones are actual blind spots where your car "disappears" from the view of a truck driver.

Truck Driver: He's in my blind spot back there. The truck is actually wider than the car and if he's directly behind me, I can't see him in either mirror.

Trooper Smith: The best thing you can do around a truck is...get around them and get in front where they can see you

Truck Driver: A good rule of thumb is that if you can't see my mirrors, I probably can't see you and don't know you're there. We can work together on this, but I need the motoring public's help in avoiding these problems.

Narration: Keep Nevada Trucking...Avoid the No Zone  
A message from the Nevada Department of Public Safety

**Front No Zone Radio Spot – 60 seconds**

Narration:	The trucking industry plays an important role in Nevada, providing almost 80% of all goods, providing jobs, and keeping the economy going. And the industry is growing, which is why it's important for motorists to help keep Nevada trucking by learning how to share the road with trucks.
Trooper Smith:	There may be a perception that the truck drivers are like road-hogs, and that it's their roads...These guys are professional. It's not the big bad truck. Normally it's the car.
Narration:	Car crashes involving trucks are most often the fault of the other driver and many times it's because the car was caught in the No Zones, danger areas around trucks and buses where crashes are more likely to occur.
Narration:	<p>The No Zone in front of truck is by far the most dangerous. More than 60 percent of fatal truck crashes involve impacts with the front of the truck.</p> <p>A truck requires twice as much room to stop as a car. In fact, most truck drivers leave a cushion as long as football field to provide braking room.</p>
Brad Smith:	What happens is the car sees this 400 foot spot and says, well I'm going to sneak in there. And then they hit their brakes, and the driver doesn't have enough room to stop anymore.
Narration:	This scenario too often ends in tragedy.
Trucker:	People don't realize, if they went on down the road and then pulled in a safe distance, they're not putting themselves in danger, and they are not putting me in danger.
VO:	<p>Keep Nevada trucking...Avoid the No Zone.</p> <p>A message from the Motor Carrier Safety Program of the Nevada Department of Public Safety</p>

## ***MCSAP TRAINING AND TRAVEL***

The Commercial Vehicle Safety Plan (CVSP) was not approved until April 4, 2003. Therefore, all conference travel was suspended. Since out of state travel requires prior authorization, NHP did not attend any MCSAP funded conferences for April or May.

### **JUNE:**

6/8-21/03 – North American Standards Training – Boston, MA. Attendees: Sgt. Masterson, Troopers Smith, Villas, Roll, Jackson, & Bennett

6/10-12/03 – Commercial Commanders Meeting – Ely, NV. Attendees: Colonel Hosmer, Majors, Wideman, Bradley & Tilt, Captains, Malloy, Ellison, & Sandage, Lts. Tice, Peterson, & Johnson, Sgts. Harney, Johnson, Baughman, HQ – Rhode, Hamilton, Gould

6/15-20/03 – SAFETYNET Workshop – Phoenix, AZ. Attendees: Terry Shaw, Linda Gould, Sallie Mendoza

6/22-7/05/03 – Haz Mat Alliance Conference – Bellingham, WA. Attendees: Jim Rhode, Donna Redman

**MCSAP BUDGET****Prepared By Michel Le Hamilton****FFY03 Year End Budget Status from January 01, 2003 through June 30, 2003:**

LINE ITEM	CATEGORY	01/01/03-6/30/03	CVSP FFY03 BUDGET	REMAINING BALANCE	% REMAINING
5000	Salaries	\$169,911.19	\$351,040.00	\$181,128.81	52%
5810	Strike Force/SCARE	\$6,073.41	\$100,000.00	\$93,926.59	90%
5810	(1) 72 Hour Road Check	\$00.00	\$8,108.00	\$8,108.00	100%
6000-7000	Training/Travel	\$48,232.86	\$146,511.00	\$98,278.14	67%
7020-7039	Operating	\$11,635.85	\$19,000.00	\$8,364.42	42%
7040-7049	Printing & Copying	\$751.25	\$2,000.00	\$1,248.75	62%
7050-7059	Insurance	\$1,024.59	\$1,200.00	\$175.41	15%
7060-7089	Contract Services	\$56,438.00	\$191,030.00	\$134,592.00	70%
7090-7099	Equipment Repair	\$00.00	\$500.00	\$500.00	100%
7100-7129	Rents/Advertising	\$9,552.67	\$18,400.00	\$8,847.33	48%
7130-7159	Vehicle Operation	\$799.95	\$24,000.00	\$23,200.05	97%
7210-7229	PSNET Support	\$00.00	\$39,906.00	\$39,906.00	100%
7230-7279	Minor Building Improve.	\$00.00	\$500.00	\$500.00	100%
7280-7289	Postage	\$724.09	\$7,200.00	\$6,475.91	90%
7290-7299	Communications	\$22,812.65	\$45,000.00	\$22,187.35	49%
7300-7319	Registration	\$797.50	\$37,000.00	\$36,202.50	98%
7320-7379	Reference Manuals	\$2,276.97	\$6,000.00	\$3,723.03	62%
7380-7429	Purchasing Cost Allocation	\$3,495.00	\$9,748.00	\$6,253.00	64%
7430-8400	Equipment	\$8,123.32	\$25,145.00	\$16,021.68	66%
9159	State/Inter-agency Allocation	\$5,852.00	\$93,454.00	\$87,602.00	94%
Total		\$348,501.03	\$1,117,634.00	\$769,132.97	69%

***\$769,133 is the remaining grant balance available until the end of September 2003. Should the FFY04 grant not be re-authorized by Oct. 1, 2003, the 03 grant year will be extended and this funding will be used. Any funding left after that period will become eligible for roll over into the 04 Grant year.***

## ***Budget Narrative***

There is a large grant surplus due to several factors:

- The grant was not approved until 4/04/03, therefore all expenditures other than salaries, communications, and per diem for inspection activity were suspended.
- Our Intra-agency cost allocation plan and our Public Safety Technology Plan were not certified and therefore were ineligible for grant reimbursement.
- We have two grant funded positions vacant.

During this quarter it was determined that the Department of Public Safety was not going to have enough time to get their Intra-Agency Cost Allocation Plan or their Public Safety Technology Division's Cost Allocation Plan certified. As such, Voucher 2 was disallowed and the above budget page reflects that. The Nevada Highway Patrol will pay MCSAP's portion using state funds. A decision has not been made if there is another MCSAP eligible line item to move the money to. A Cost Allocation Study is currently being conducted and will be completed no later than December of 2003.

This year we anticipate salary savings. Our Network Technician, Sam Reyna resigned from the Highway Patrol for a higher salary offer at the Veterans' Hospital. In addition, one of the MCSAP funded CVSI positions were transferred to a state funded CVSI position.

## ***MCSAP COMMAND / SAFESTAT SUMMARIES***

**\*The following data is based on Regional SafeStat Reports**

### ***Southern Command Summaries:***

**April/03** - Interviews for the vacant CVSI position will begin in early May. The Commercial enforcement section will temporarily assign two troopers to Traffic operations for the purpose of responding to the increased workload and lack of adequate resources. Troopers John Martini and Ed Lattin were temporarily assigned to Traffic operations.

**May/03** - The Commercial enforcement section of the Southern Command conducted 829 commercial vehicle safety inspections, with 271 of those being Level 1 inspections. Hazardous moving violation enforcement increased over 100% from 49 during April, to 105 during May. Total safety violations again showed an increase from the prior month. Hazardous moving violations were over 208% from last year. This enforcement activity is part of the overall crash reduction efforts by Commercial Enforcement.

**May 2, 2003** – Southern Command completed a CDL safety "Safe Zone" presentation for 50 new employees at Camble Concrete.

Southern Command is now awaiting completion of the background investigations for the CVSI candidates. Southern Command will continue to supplement traffic staffing with Troopers John Martini and Ed Lattin. Trooper Martini has applied for a permanent transfer to traffic.

**June/03** – Southern Command had a 26.4% decrease in commercial crashes in the month of June/2003. None of the commercial crashes were fatalities. Southern Command will continue to focus on hazardous moving violations around commercial motor vehicles.

***Northern Command Summaries:***

**April/03** – During the month of April, commercial enforcement activities were hampered by volatile weather patterns. Weather forced cancellation of all but 5 of the scheduled truck inspection check sites. Despite those limitations, the Northern Command Commercial Enforcement unit improved its level of traffic safety inspections by 15.5% over the previous month and by a noteworthy 99.3% over the previous year. Similar and related increases were noted in citation and repair orders issued for safety violations. At the beginning of the month Sgt Ed Harney and Sgt. Steve Griswold determined that we needed to divide the Commercial Section within the Northern Command into a squad system. On April 14<sup>th</sup>, the two squads decided they would conduct two check sites per week. Sgt Harney's squad would have check sites on Mondays and Wednesdays and Sgt. Griswold would have check sites on Tuesdays and Thursdays. This plan would provide sixteen check sites per month and provide all the Troopers the opportunity to accomplish their goal of 18 level one inspections per month. The Level 2/3 inspections goals would be obtained during roving enforcement. It should be noted that two check site locations are not available for use. The Mustang and Wadsworth check sites are under construction/repair. NDOT has not given Northern Command a completion date. Also, the MCC was damaged in a backing incident. Northern Command is down 7 positions (one is a vacancy, one is assigned to the Dignitary Protection Detail, two Troopers and one Sgt are assigned to Carson City Headquarters, one is assigned to M.C.I., and one is on extended sick leave).

**May/03** - The Major Crime Interdiction (MCI) team of Reno stopped ten commercial vehicles and searched two. They attended two check sites and worked during inspection operations.

Northern Command was down 32.8% in total inspections from last month. However, the available work hours decreased 43.2% due to holidays, higher use of annual leave and vacancies. Northern Command is down 6 positions (1 vacancy, 1 is on extended sick leave, Rosa is assigned to Headquarters, Stone is assigned to the Dignitary Protection Detail, and Brown is completing back ground investigations and 1 Sergeant is assigned to Headquarters).

**June/03** - The Major Crime Interdiction (MCI) unit completed its required Commercial check sites. The unit made contact with a total of 56 commercial vehicles. While on-site, MCI searched a total of 7 commercial vehicles. Off-site, the MCI Unit made only 1 search of a Commercial vehicle. This vehicle was taken to the Bonanza Produce Company and searched. No drugs were found in the commercial vehicles.

While at a Commercial Check site, Trooper Sines stopped a passenger vehicle and obtained a consent to search. His search found 4.5 pounds of Methamphetamine that had a street value of \$204,300.00.

The MCI unit attended a 2-hour course on Customs Commercial vehicle interdiction. This training will help in the future with Commercial vehicle interdiction stops.

***Central Command Summaries:***

**April/03** – Commercial enforcement personnel put forth a concerted effort to increase productivity toward the newly established goals. This resulted in almost a 38% increase in the number of inspections. This in turn lead to an increase in the number of violations of vehicles and drivers placed out of service. Commercial accidents decreased by 18.8% from 16 to 13. A greater emphasis was placed on commercial vehicle and driver inspections due to the percentage of commercial vehicles involved in crashes as they relate to the overall crash picture. The overall percentage of the total crashes involving commercial vehicles decreased by almost 10% but is still a concern and target area for the Command.

**May/03** – There was a slight decrease in Commercial activity. However, this decrease does not include the 120 school buses inspected in May. The Commercial Section is exceeding all of the required goals with 2/3 of the year complete. Commercial vehicle crashes increased by 25%, (12 to 15). There was an increased effort in enforcement around commercial vehicles to address previous high percentages of commercial vehicles involved in crashes. The increase in total crashes and decrease in Commercial Enforcement activity will be addressed in the monthly “SafeStat” supervisors meeting scheduled for June 10 and 13, 2003.

**June/03** – The ratio of inspections per officer decreased during the month of June, but the total activity increased. This was due to Sgt. Baughman reporting to the Command. He is not certified in inspecting commercial vehicles, but his position is counted in determining the ratios. Citations were down due to the fact that Las Vegas personnel were required to take enforcement action on Central Command activity during the 72 hour road check site operation.

***MOBILE COMMAND CENTER USE (MCC):***

Southern Command reports that they only used the MCC for the 72 hour road block.

Northern Command reports that their MCC was involved in a minor collision at a check site on April 10, 2003. The MCC struck a mile marker and damaged the end cap. Even though the damage was minimal, it was cheaper to replace the end cap rather than repair the damaged one. The MCC is currently in the shop and is estimated to be back on the road in a couple weeks. Prior to the accident, the MCC was used 2 times at check sites.

Central Command reports that they did not use the MCC at all during the 3<sup>rd</sup> Quarter.

\* Colonel Hosmer issued a directive to all Region Commanders on July 30, 2003 stating that the MCC will be used during commercial check site operations.

**STAFFING (STATEWIDE)**

STAFFING	Authorized positions		Current positions staffed		Percentage of authorized	
	June 03		June 03		June 03	
Commercial [Tpr. & Sgt.]	65		39		60%	
Commercial CVSI	10		10		100.0%	
<b>OVERTIME</b>						% Used
Strike Force Hours	472				1,554	30%
SCARE Hours	0				1,036	0
<b>Total overtime hours</b>	472				2,590	18%

\*SCARE Hours for June have been forwarded to Headquarters but not tabulated.

***Breakdown of Commercial Personnel***

	NAME	POSITION
HEADQUARTERS:		
	Bainter, William	Lieutenant
	Johnson, Carl	Sergeant
	Hamilton, Michelle	Analyst (MCSAP)
	Vacant	Network (MCSAP)
	Shaw, Terry	PAII (MCSAP)
	Gould, Linda	PAII (MCSAP)



**NORTHERN COMMAND:**

Peterson, Jim	Lieutenant
Griswold, Steven	Sergeant
Harney, Ed	Sergeant
Sherven, John	Trooper
Marsteller, Michael	Trooper
Bowers, Jeff	Trooper
Brown, Wes	Trooper
Lund, Wayne	Trooper
Gamburg, Michael	Trooper
Sherven, Janay	Trooper
Brooks, Tom	Trooper
Roberson, Opi	Trooper
Lommel, John	CVSI
Lewis, Leiland	CVSI
Redican, Thomas	CVSI

**CENTRAL COMMAND:**

Johnson, Gary	Lieutenant
Masterson, Wes	Sergeant
Baughman, Roy Jr.	Sergeant
McAllister, Mark	Trooper
Raftery, Bill	Trooper
Coy, Earl	Trooper
Daugherty, Gaylen (retired 4/25/03)	Trooper
Jackson, Randall	Trooper
Timm, Michael	Trooper
Edwards, George	Trooper
Reynolds, Larry (will retire 7/14/03)	Trooper
Rowley, Randy	Trooper
Ray, Robert	Trooper
Privett, Leon	Trooper
Salopek, Jenny	Trooper
Whitfield, John	Trooper

**SOUTHERN COMMAND:**

Tice, Kevin	Lieutenant
Weatherford, Harvey	Sergeant
Smith, Joe	Sergeant
Wick, Wayne	Sergeant
Bell, James	Trooper
Brannum, James	Trooper
McKenna, Michael	Trooper
Roll, Kenneth	Trooper
Mercer, James	Trooper
Snow, Jeff	Trooper
Beringer, Scott	Trooper
Villas, Felix	Trooper
Bell, Santo	Trooper
Martini, John (TDY Traffic)	Trooper
Lattin, Ed (TDY Traffic)	Trooper
Bennett, Dan	Trooper
Timms, Reggie	Trooper
Ferrara, Ronald	Trooper
Estin, Ronnie	CVSI
Foster, Gary	CVSI
Everhart, Williams	CVSI
Vacant	CVSI (MCSAP)
Heimback, Frank	CVSI (MCSAP)
Mendoza, Rosalia	PAII (MCSAP)

## STATE ENFORCEMENT ACTIVITY

[Analysis and review of current reporting period, versus same period in the previous federal fiscal year, versus commercial goals if applicable]

	FFY03 3rd Quarter 2003		FFY02 3rd Quarter 2002	Year To Date		FFY03 Commercial Goals	% Goal Achievement
Hazardous Moving Violations (Statewide)	349		*DNA	649		N/A	
Other Traffic Violations (Statewide)	981		*DNA	2,098		N/A	
School Buses (Statewide)	1,151		840	4,483		N/A	
School Buses SC	674		502	2,400		N/A	
School Buses NC	271		193	1,254		N/A	
School Buses CC	206		145	559		N/A	
School Buses Out of Service (Statewide)	214		*DNA	*DNA		N/A	
Trucks Weighed (Statewide)	2,942		2,835	7,214		6,800	115%
Trucks Weighed SC	1,319		2,262	3,622		2,453	148%
Trucks Weighed NC	1,083		491	2,062		2,394	86%
Trucks Weighed CC	540		82	1530		1,953	78%
Time Weighing Trucks Secondary (Statewide)	2,308		873	6,972		8,072	86%
Time Weighing Trucks Secondary SC	1,328		460	3,136		3,120	101%
Time Weighing Trucks Secondary NC	453		288	2,024		2,712	75%
Time Weighing Trucks Secondary CC	527		125	1,812		2,240	80%
Overweight Citations (Statewide)	244		205	652		N/A	
Dyed Fuel Inspections (Statewide)	4,760		1,415	*DNA		N/A	
Dyed Fuel Inspections SC	2,099		936	*DNA		N/A	
Dyed Fuel Inspections NC	964		189	*DNA		N/A	
Dyed Fuel Inspections CC	1,697		290	*DNA		N/A	
Dyed Fuel Citations (Statewide)	11		15	29		N/A	
Dyed Fuel Citations SC	4		7	9		N/A	
Dyed Fuel Citations NC	3		6	10		N/A	
Dyed Fuel Citations CC	4		2	10		N/A	
Tow Companies (Statewide)	55		49	108		62	174%
Tow Companies SC	7		14	17		24	71%
Tow Companies NC	47		30	75		23	326%
Tow Companies CC	1		5	16		15	107%

***\*All Boxes identified as DNA (data not available) is information that was not tracked or not available prior to January 2003.***

## **STATE SAFESTAT SUMMARIES BY REGION**

**The following data is based on regional SafeStat reports as it applies to commercial statewide goals & activities.**

### ***Southern Command Summaries:***

**April/03** – The number of school bus inspections increased significantly and the bi-annual goals should be accomplished at or before the end of the first six-month period for the calendar year.

The Southern Command showed a significant increase in total vehicles weighed, as well as overweight citations.

**May/03** – On May 13, 2003, A WIPP Meeting was held in Carson City. During this meeting members discussed the issue of releasing media information to the public on shipments from the test site to California.

### ***Northern Command Summaries:***

**May/03** – Northern Command was up 170% on total number of trucks weighed. This figure was primarily due to interstate truck weighing. The secondary weight goal by itself was down 41%. Secondary weight enforcement was down because our portable scales were picked up by NDOT for re-certification during the last week of April. NDOT was unable to return the scales until the end of the third week of this month. This left only one week to complete the secondary weighing. It should be noted that this is the first year that NDOT took on the project of re-certification. In the past, the NHP staff would take the scales in for re-certification and this process would take two to three days instead of weeks.

Note: This issue will be discussed with NDOT during the September 2003 quarterly commanders meeting.

**June/03** – A decrease in school bus inspections from June of 2002 as compared to June of 2003 is good. By the end of June of every year, all of the school buses must be inspected to meet statutory requirements. School bus inspections were down 13% in June of 2003 as compared to June of 2002 indicating the CVSI's utilized proper time management. This left them time for industry training and conducting compliance reviews. The two Sergeants monitor the daily and weekly activity of each officer. Their diligence of maintaining accountability and the excellent effort by the troopers made this month a success.

### ***Central Command Summaries:***

**April/03** – The ratio of overweight citations to vehicles weighed has increased greatly. This is a result of recent training in the area of weight enforcement.

**May/03** – Of the 120 school buses inspected, over 13% were placed out of service.

**June/03** – The semi-annual inspection of school buses was completed in June. Over 1/3 of the buses inspected were placed out of service. An area of concern is weight enforcement. Efforts were minimal during this month. Vehicles weighed during the 72hour road check were claimed by Southern Command personnel. No dyed fuel violations were discovered during June.

**RATIOS – ACCIDENT AND ENFORCEMENT****INSPECTION / ENFORCEMENT RATIOS**

06/03

03/03

Ratio of inspections and enforcement per Commercial position

* Hazardous moving violations - citations	9:1	2.0:1
* Other traffic violations - citations	25:1	11.3:1
Total safety inspections [all levels]	108.9:1	34.4:1
* Total safety violations -- citation	73.6:1	20.8:1
Average safety violations per inspection -- citation	0.54:1	0.5:1
Total safety violations -- repair order	342:1	98.6:1
Average safety violations per inspection -- repair order	3.1:1	2.9:1
Total vehicles placed "Out of Service"	16.7:1	4.7:1
Average vehicles placed OOS per inspection	0.1:1	0.1:1
Total drivers placed "Out of Service"	9.7:1	3.2:1
Average drivers placed OOS per inspection	0.1:1	0.1:1
Total school buses inspected	23.5:1	5.7:1
Total school buses placed "Out of Service"	0.9:1	0.9:1
* Total trucks weighed	75.4:1	29.2:1
* Total overweight citations	59.2:1	1.8:1
* Total dyed fuel inspections	122:1	42.2:1
* Total dyed fuel citations	.28:1	0.1:1

\* Commercial sworn only

<b>SFY03 Performance Indicators</b>	<b>PROJECTED</b>	<b>ACTUALS 4th Quarter SFY03</b>
Ratio of commercial vehicles inspected to the number placed “out of service;” <b>Statewide</b>	4.11 : 1	6.51:1
Ratio of commercial drivers inspected to the number placed “out of service;” <b>Statewide</b>	6.71 : 1	11.28:1
Ratio of number of commercial vehicles weighed to citations issued; <b>Statewide</b>	55.18 : 1	12.06:1
Number of school buses inspected; <b>Statewide</b>	2070 / yr	1151
Number of school buses inspected placed “out of service;” <b>Statewide</b>	----	214
Ratio of all Crashes to number of crashes involving a commercial vehicle <b>Statewide</b>	33.25 : 1	19:1

*Note:* The above performance indicators are from the SFY 02/03 budget.

## ***UPCOMING EVENTS***

### ***WIPP***

All WIPP shipments have been temporarily postponed due to routing issues. Once these issues have been resolved, Southern Command is prepared to escort them out of our State.

### ***COMMANDERS MEETING***

Scheduled for Sept. 23 & 24<sup>th</sup> in Reno, Nevada.

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